

**SECRET**

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SUPPLEMENT TO  
REPORT NO.

THIS IS UNEVALUATED INFORMATION

CRITICIZE AUTO REPAIR, SERVICING FACILITIES.  
PRODUCE SPARE PARTS, GARAGE EQUIPMENT

There are glaring inequalities in the growth of gross production among enterprises of the administration during the past 5 years. While Automobile Repair Plant No 4 increased its 1950 gross production to 4.6 times that of 1940, Automobile Repair Plant No 3's production dropped 3 percent. This situation has arisen because the administration thoughtlessly and mistakenly specialized the repair plants. For example, Automobile Repair Plant No 3 has to repair simultaneously the two most common trucks, the GAZ-AA and the GAZ-51. Moreover, the trucks are not repaired by units, but as a whole -- the most complicated method.

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CLASSIFICATION		<u>S-E-C-R-E-T</u>	
STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB	DISTRIBUTION
ARMY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI	

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There are machine shops in Mosavtotekhsnab (Moscow Automobile Technical Supply Trust) whose work is entirely uncoordinated with that of the automobile repair plants. It would increase efficiency if they were made directly subordinate to the Administration of Automobile Repair Plants and Automobile Technical Supply. Then the work of these shops could be put on a plant basis. The capital repair of filling station pumps should be concentrated here, while technical maintenance of the pumps should be transferred to the Gasoline Base. Moreover, a considerable part of the capacity and working force of the machine shops could be devoted to setting up standards for automobile repairs.

There is no long-range expansion plan for automobile repair enterprises; they just grow haphazardly from year to year.

The work methods of the plants must be changed to remedy antiquated approaches and fear of innovations. For example, things have come to the point where Automobile Repair Plant No 3 protested against building a stand for testing motors under a load on the grounds that such tests have "a harmful effect on the motor's performance."

At the Moscow AREMZ (Automobile Repair and Electrical Machinery) Plant, chief engineer Sobolev still adheres to the "theory" that automobile cylinder blocks should not be repaired, but replaced with new ones.

The directors, chief engineers, and shop chiefs of the automobile plants are interested only in fulfilling the plan in quantity, that is, in rubles, while they are indifferent about economy, the quality of production, and the growth of the industry -- V. Engalychev, engineer

URGE AUTOMATIC CONTROL OF FILLING PUMPS -- Moscow, Vechernyaya Moskva,  
22 Mar 51

In 1950, the Mosavtotekhsnab Trust resumed work, begun before the war, on an automatically controlled gasoline filling pump. However, this work is progressing too slowly.

An automatic gasoline-dispensing device invented by I. L. Kleyzinger has passed preliminary tests. The apparatus has figures on a disk, resembling an automatic telephone, and automatically measures out the required amounts of gasoline. With this equipment, one man can operate four filling pumps from a control booth.

Automatic dispensing protects buyers from such abuses as short measures, which unfortunately occur when gasoline is dispensed from ordinary filling pumps.

Standard gasoline meters can be used on the automatic filling pumps by modifying them slightly.

The remote control panel for filling pumps should be developed further so that it will indicate the amounts of gasoline put out by separate pumps and the quantity of fuel remaining in the tank. But even without this improvement, the automatic device should be used in all Moscow filling stations.

ASK MORE SERVICE STATIONS IN LENINGRAD -- Leningradskaya Pravda, 18 Apr 51

Organizations with small motor pools (one-four vehicles) find it almost impossible to get their automobiles and trucks serviced in Leningrad. There are not sufficient service stations, and the existent ones cannot handle

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servicing because they are also engaged in medium and capital repairs. The Executive Committee of the Leningrad City Council and its Automobile Transport Administration should organize service stations adequate to the city's needs. -- M. Malyutin

VEHICLES IDLE BECAUSE OF PARTS SHORTAGE -- Ashkhabad, Turkmenkaya Iskra, 1 Apr 51

For 6 months, 20 GAZ-51 trucks have been standing idle at the repair shop of Automobile Column No 2, Trust No 3 because they lack packing collars for the rear drum brake cylinder. Partsalis, chief of the repair shop, designed a mold for making these packing collars out of old inner tubes.

SHIPS AUTO PARTS TO PROJECTS -- Yerevan, Kommunist, 17 May 51

The Yerevan Avtodetal' Plant has shipped more than 600 sets of gears, more than 250 grooved shafts and countershafts, 50 axle shafts, and other above-plan parts to the Stalingrad GES construction project in the past few months.

The plant is preparing to complete the second-quarter orders for the Kakhovka GES and has considerably exceeded its quota of parts for the Main Turkmen Canal project.

SEND GARAGE EQUIPMENT TO PROJECT -- Moscow, Komsomol'skaya Pravda, 13 Apr 51

The Kazan' Garage Equipment Plant has shipped 700 sets of wrenches, 80 valve lifters, and six machine tools for boring cylinders to garages of the Volga-Don Canal project.

MAKES NEW-TYPE BRAKE VALVES, CARBURETORS -- Moscow, Moskovskaya Pravda, 28 Apr 51

The Moscow Carburetor Plant has organized the mass production of a new brake valve for the ZIS-150 and ZIS-151 trucks and the ZIS-155 bus.

An experimental group of new carburetors for the GAZ-51 truck and the Pobeda and Moskvich cars has been made. These carburetors are very simple in design and cut fuel consumption by 6-12 percent.

SELL SPARE PARTS FOR FOREIGN CARS -- Moscow, Vechnyaya Moskva, 31 May 51

Automobile Base No 1, Soyuzorgtrans /All-Union Commercial Transport Trust?/, has spare parts for domestic and foreign vehicles, tools, and various materials for sale. Address: 2d Lesnoy pereulok, dom 6/11, telephone D 1-24-72. -- Advertisement

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